

THE CIMARRON NEWS AND PRESS

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EDITORIAL

The new Secretary of the Interior, James A. Garfield, assumed the duties of his office this week. In an interview with a prominent citizen of this territory a short time ago he set at rest the numerous rumors which had been persistently circulated by enemies of Governor Hagerman, to the effect that the governor would be removed as soon as the new secretary of the interior came into the office vacated by Mr. Hitchcock. The statements of Mr. Garfield were brief and to the point. They settled effectively the rumors as to the governor's alleged forthcoming removal, which the enemies of the governor had been using to unsettle the conditions in the New Mexico legislature and in their effort to block legislation. This is certainly good news for the people of New Mexico who have stood unflinchingly by Governor Hagerman since the beginning of his term in office. The blocking of legislation by the enemies of Governor Hagerman (men within his own party) is very much deplored by the people of the entire territory, and the fact that the new secretary of the interior approves his course and will stand by him is pleasing news to them.—Springer Stockman.

When the prospectors first arrived in Red River, gold seemed to be the object of search, but now many of them are looking for copper. The great raise in the price of copper in the past few years has made it possible to mine lower grade ore at a big profit. Red River has many such properties, and with a leaching plant like the one that has lately been built at Tusas, Rio Arriba county, which is reported a success. It will not be many years, from present indications, before northern Taos county will take her place among the great copper producing sections of the country.—Red River Prospector.

Since the publication of the Barnes interview with Secretary Garfield, the ring newspapers have made a great change in the topics discussed in their editorial columns. You remember about the trend of their editorials a couple of weeks ago. Well, since the Barnes interview has been published—and that, too, without any attempt at reputable denial—the leading anti-Hagerman paper has contained such interesting and timely editorial captions as these: "Teachers May Instruct Parents in Child Control," "How Trimmings on the Spring Hat Have Shifted," "Savings and Success," "Dr. Edward Everett Hale," "Why Should Zinc Be Placed on the Free List?" etc., etc. In fact, the old ship seems badly on the rocks, and all the sailors who can get away at all are manning the lifeboats for the nearest safe port.

Some advertisers do not read the papers their advertisements appear in and many think that just the firm name is enough in print to bring business. To both of these the suggestion is made that business success by advertising is only gained by those who are able to attract by their printed inducements and who study with care the effect of their bid for business upon the public.

The politicians are most all wondering who Governor Hagerman is going to name as district attorney for Colfax and Union counties. From what can be learned there doesn't seem to be a shortage in applicants.—Springer Stockman.

Seems that a couple of wheels are off the band wagon now, and there appears to be a number who would as soon walk as to stand the delay of fixing up the old rattle-trap.

ON THE NURTURE OF FRIENDSHIP

Does any woman alive who finds, let us say, a clump of violets and brings them home to grow in her own garden fail to look at them again with a jealous eye? Is there any woman, no matter how poor an horticulturalist, who will expect her bulbs to blossom into beds of fragrance and beauty if she fails to give them the soil, the temperature, the darkness—all the conditions that they need for their development? If there are any such, they are probably confined by

their cautious relatives in the nearest asylums for the weak minded.

Yet most women, in these days of hurry and hurly-burly, treat in this way more precious and more delicate possessions than plants. It is very trite to compare friendship to a plant; it is very trite to liken love to a seed. But the reason that these figures are well worn is because they represent an actual truth. That twice two is four is a very trite statement because it happens to be an absolute truth. So with the metaphors that liken the human affections to the products of the garden.

All women acknowledge that this is likely enough, but their actions do not confirm their belief. If the affections, delicate, changing, always growing in one way or another, were, instead, finished monuments, completed achievements, they could scarcely seem less concerned about their loss. Love? Friendship? They have these things. They found them by accident, or perhaps, they think, through merit, and having found them, they regard them as imperishable and changeless as the Egyptian pyramids—things which because they were yesterday must be today and tomorrow.

Experience, though it will compel a verbal agreement with the theory that the human affections have their laws of growth and change, like the plants, seldom induces a woman to treat them with care, to nurture them, and to bring them to their full flower, so to speak. Yet one imagines that if they were cultivated carefully, thought about with intelligent tenderness, fed with the food that they crave—kindness, companionship, thoughtfulness—kept from the things which are harmful to them—criticism, forgetfulness, an indifferent manner—they would bloom with more glory than the most wonderful night-blooming cereus or century-plant that ever engaged the whole attention of an under-gardener.—Woman's Magazine.

THE HEART OF WOMAN IS EVER THE SAME

Now and then the columns of the daily papers contain a bit of news that shows a real throb of the human heart, untainted by the spirit which scoffs at sentiment as at a sham. Romance and tragedy joined hands the other day, with Bellevue hospital for a meeting-ground, and the old story of woman's sacrificing love was told again.

Sweethearts since their childhood in Scotland, James Drysdale and Christine Johnstone were engaged to be married, and were living near each other in Brooklyn, when he was carried to Bellevue hospital, his back broken by a terrible fall. When it became evident that only an operation would save his life—and even that was doubtful—their marriage was arranged. With the knowledge that the most to be hoped for was that he would be a cripple for life, he demurred at the sacrifice she was making. She insisted on the ceremony, and they were made man and wife in the hospital ward. A week later he died.

Women will understand perfectly—only a man could wonder at her act. What is there that the loving heart of a woman will not suffer, will not sacrifice, for the sake of her love? Every woman who has ever known love in its full truth will know that there could be no hesitation at the prospect the man wished to save her from.

The crowning glory of a woman's love is its capacity for forgetting all the world and all the worldly considerations that ordinarily govern the that shrill shrill shrill shrill lives of people. In a woman, love that is less than this is not worthy of the name.—Woman's Magazine.

COAL IS THE STUFF NOW.

Mrs. Young of Fruitland, San Juan county, this week leased her coal mine to C. H. Irvin of Colorado, who has two other capitalists interested with him. The lease was made for ten years, and it is the intention of the parties to put on a traction engine and haul the coal here for shipment to waste a Colorado. The contract provides that they must take out at least 6,000 tons yearly, beginning next October. The parties to the contract say they will take out 12,000 the first year and will increase each succeeding year.

CARE OF ENGINES

RAILROADS HAVE MOST THOROUGH SYSTEM.

Locomotive Must Make So much Mileage Between "Shoppings"—Cost of Repairs Noted Through Records Carefully Kept.

When a locomotive is built it is expected to make a certain mileage before it receives a general overhauling. When that overhauling is done it is again required to make a definite mileage.

A modern passenger locomotive is expected, says the Ohio Magazine, to cover 100,000 miles between general "shoppings," intermediate repairs being made at the various roundhouses.

Responsibility for failure of a locomotive to perform the work cut out for it is easily fixed by means of a system of records. The superintendent of shops is responsible for all power cut out of service on the road and placed inside the shop grounds, and this responsibility does not end until the locomotive is ready for service again. From the time that it is ready for service until it is once more cut out for repairs in the shop the master mechanic shoulders the responsibility.

When the locomotive is ready to leave the shops it is inspected jointly by the shop inspector, under the superintendent of shops, and an inspector working under the master mechanic. Every workman who has any part whatever in the handling of the locomotive is responsible to his immediate foreman, just as the foreman is responsible to his superiors.

In spite of the many intricate parts of a locomotive the company records show less than one engine failure for every 16,000 miles. An "engine failure" is a delay of one minute or more to any train, provided it is caused by a failure of the machinery of the locomotive.

Each of the many locomotives of a big system—790 in one case—has a decided individuality in the eyes of the railroad. At headquarters is known not only the cost of original construction but the cost of labor and materials used in repairs and the entire expense of maintenance down to date.

The labor of every man who works for even an hour upon a certain engine is charged to that engine, each mechanic recording his labor upon a slip of paper known as a daily time certificate, which in turn is certified to by his immediate foreman and forwarded to the general timekeeper. The records of the road enable the officials to show the exact cost of labor and material for each mile that a locomotive travels, or each ton hauled.

In the case of collisions or wrecks, where the fault is not one of defective workmanship or material, the locomotive may enter the general shops for rebuilding, even though it may not have completed the mileage assigned to it, and no responsibility attaches itself to those on whom it would otherwise fall. The locomotive is simply repaired and is allowed to complete the mileage originally assigned it.

When a locomotive is brought into the shops for work it is first stripped by the men who comprise what is known as the stripping gang. This gang immediately takes off such parts of the engine as are necessary for the respective job.

The parts to be repaired are cleaned in a vat and the work is then distributed among the various employees of the machine and blacksmith departments, each part when repaired to be returned to the erecting side of the shop, to be mounted again on the locomotive by the date on which it is scheduled to go on the road. The dates are posted in a conspicuous place convenient to each repair gang.

BEAR RACED EXPRESS TRAIN.

Passengers on Pennsylvania Line Witness Novel Sight.

Passengers in the observation car on the rear of a New York and St. Louis limited, over the Pennsylvania railroad, were treated to an exciting race between the train and a big black bear Tuesday, says the Altoona (Pa.) correspondent of the Philadelphia North American.

As the train came round the horse shoe curve brule ambled down off the mountain and stopped in the road which leads to Altoona, paralleling the Pennsylvania main line for some distance. Seeing the train coming to ward it, the bear turned and fled cityward as fast as its legs could carry its great bulk. Passengers crowded to the rail for a better view. The bear had a good start and made fast time, but the limited left it in the rear.

For a mile the passengers watched the unequal speed contest, applauding brule's efforts. Flagman W. C. Wynkoop saw the last of the bear about two miles outside of the city limits, and it was still running. Wynkoop and Capt. John Tressler, an old bear hunter, started for the mountains in search of the bear after the train arrived here, but failed to find it.

Polite Irish Trainmen.

Speed and punctuality are, said Mrs. Amy Green, a County Clare lady, before the Irish railway commission at Dublin, not the strong points of the trains in the Kilkee district of the county.

She had heard that on one occasion a lady passenger had a canary, which escaped from its cage, and the train stopped while she tried to capture the bird.—London Daily Mail.

New Mexico is the COMING SECTION

of the United States. Colfax County is the Most Promising Section of New Mexico. Cimarron is in the best part of Colfax County.

Do you Want Land?
Do you Want Town Lots?
Do you Want Mining Property?
IF YOU DO I CAN SERVE YOU

If you Have Property For Sale
I can find you a Buyer if you will list it with me.

If you Own a Home, or other Insurable Property I can Insure it.

F. A. Haimbaugh
Cimarron, New Mexico.

Littrell Bros.
Harness
and
Saddlery

Bits, Spurs, Quirts, Navajo Saddle Blankets, an assortment of Flynn Saddles always on hand ranging in price from \$35 to \$60.00. Also a new and up-to-date line of Hand-made and Silver mounted Bits and Spurs

**Repairing
Neatly Done**

SPRINGER HOTEL
Springer, N. M.
A. L. HARMON, Prop.

Bar in Connection

Tables furnished with the best
Hack meets all trains
Special attention paid to the traveling public

...and will convene here March 27 Judge Mills, Secundera R. mero, and W. P. Gorman will leave Las Vegas for the first of this week to attend court in Clayton, Union county, and at it will open court here.

ST. LOUIS, ROCKY MOUNTAIN & PACIFIC RAILWAY COMPANY

Passenger



Schedule

Daily

Wells Fargo Express

Train No. 1	Distance from Station	STATION	Train No. 2
3.30 p.m.	7	Leaves.....RATON.....Arrives.....	12.30 p.m.
4.00 p.m.	13	Leaves.....CLIFTON HOUSE.....Arrives.....	12.01 p.m.
4.25 p.m.	15	Leaves.....PRESTON.....Arrives.....	11.40 a.m.
4.35 p.m.	20	Leaves.....KOEHLER JUNCTION.....Arrives.....	11.30 a.m.
5.00 p.m.	22	Leaves.....KOEHLER.....Arrives.....	11.10 a.m.
5.30 p.m.	33	Leaves.....VERMEJO.....Arrives.....	10.35 a.m.
5.45 p.m.	38	Leaves.....CERRITOSO.....Arrives.....	10.15 a.m.
6.20 p.m.	41	Leaves.....CIMARRON.....Arrives.....	9.45 a.m.
6.45 p.m.	47		9.25 a.m.

Connects with El Paso & Southwestern Ry. train 124, arriving in Dawson, N.M., at 6:10 p.m.
Connects with El Paso & Southwestern Ry. Train No. 123, leaving Dawson, N.M., at 10:35 a.m.
Stage for Van Houten meets trains at Preston, N.M.
W. A. GORMAN, Gen. Pass. Agt., Raton, New Mexico

A. T. & S. F. TIME TABLE.
RATON, NEW MEXICO
Effective Nov. 4th, 1906

Trains West Bound

East Bound

No. 3.....2:40 a.m.	No. 8.....5:40 a.m.
No. 1.....10:00 a.m.	No. 4.....8:10 a.m.
No. 7.....1:25 p.m.	No. 10.....4:35 p.m.
No. 9.....3:00 p.m.	No. 2.....6:15 p.m.

R. C. Larimore, Agent

Leonard
AND
Hayward

General Merchandise
Fine Wines, Liquors
and Cigars.

First St E'town

DENVER MINT TO GRIND

OUT COIN FOR MEXICO
Washington, March 6.—The Denver mint will coin for the Mexican government 2,000,000 ounces of silver. These 2,000,000 ounces will be coined into 50-centavo pieces. The work of

FRUIT TREES
Will have a car load of Fruit Trees from Star Nursery Co., Quincy, Ill. :: ::

The above will be on sale on and after March 1st. :: ::

C. F. HARTLEY
th. SPRINGER, N. M.

grinding out these coins for the Mexican republic will commence as soon as the Mexican government delivers the bullion. The United States will for this minting for our Mexican neighbors at practically what it will cost for labor, wear and tear on machinery, etc.